

NORTHERN DISTRICT PLAN

Integrated district spatial development framework
and environmental management framework

APPROVED - Vol. 3: Implementation Plan



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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1 IMPLEMENTATION PLAN

The primary objective of the Implementation Plan is to provide guidance in terms of prioritised public investment, local area and precinct planning priorities and enablement mechanisms required to implement the proposals contained in the integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF), **hereafter referred to as the District Plan**, and sub-district DSDF. The plan consists of the following key sections described and depicted in Figure 1.1 below.

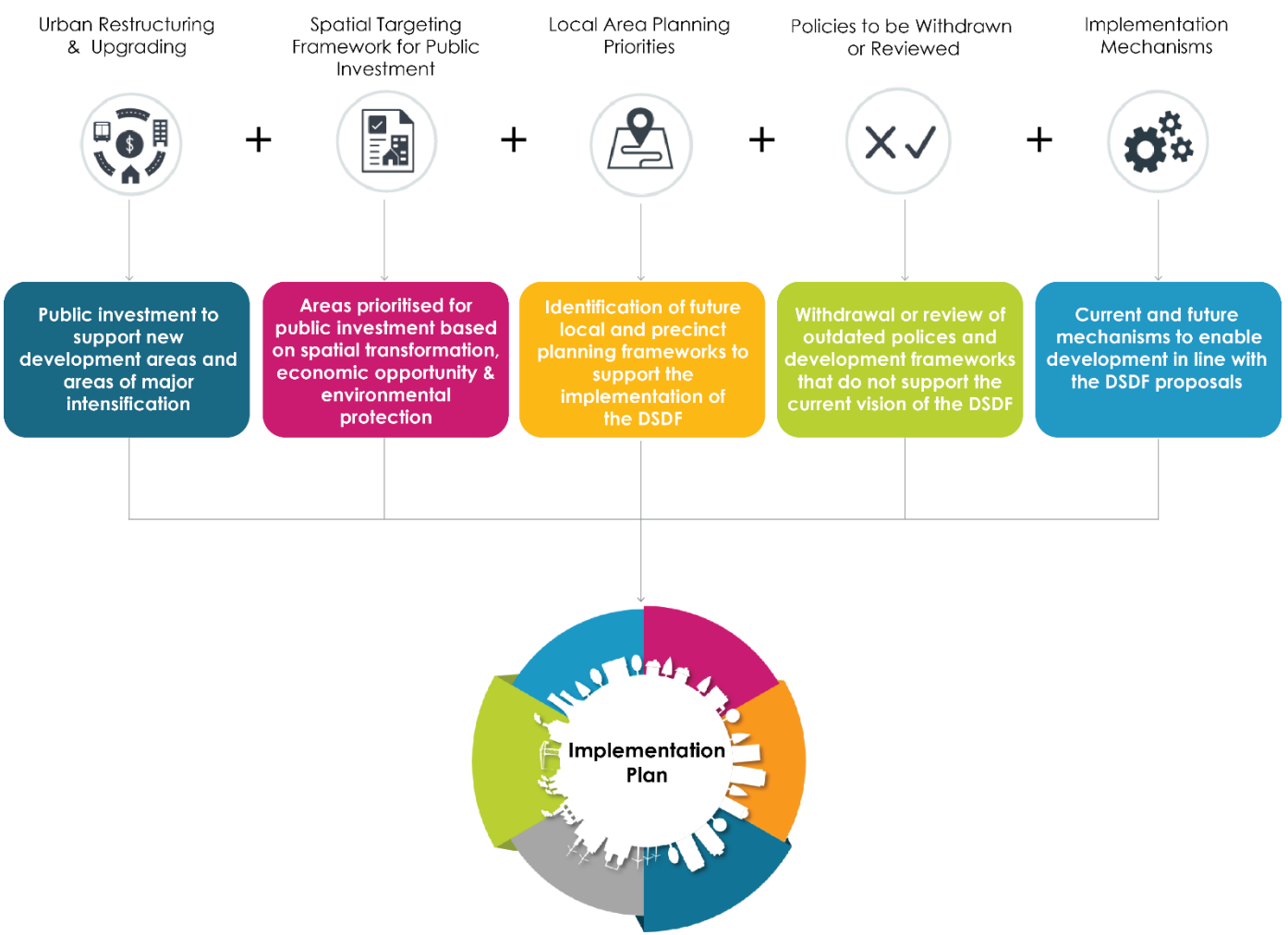


Figure 1.1: Implementation Plan Process Diagram

1.1 Approach to implementation

The components of the Implementation Plan work together to provide clear direction and certainty in spatially targeted areas. These are prioritised areas where the City should make a concerted effort to align its processes and pull its resources to support and enable development in line with the District Plan spatial planning objectives. To effectively achieve this, the following three key

interventions are proposed (which include linkages to the corresponding components of this Implementation Plan).

- Public Investment – integrated and aligned public sector investment through Urban Restructuring and Upgrading (Section 1.2), the Spatial Targeting Framework (Section 1.3) and Local Area Planning Priorities (Section 1.4).
- Ease of Process: removing red tape and improving institutional efficiencies by withdrawing contradictory or overlapping local planning policy with the approval of the District Plan (Section 1.5) or pursuing mechanisms to streamline processes such as development applications (Section 1.6) in line with strategic planning initiatives to provide certainty and transparency to developers and businesses.
- Enabling Incentives: Development Mechanisms to stimulate private sector development and leverage public investment designed to change the behaviour of role-players in the property development process or influence their decisions in order to achieve specific outcomes.

This process is conceptualised in Figure 1.2 below.

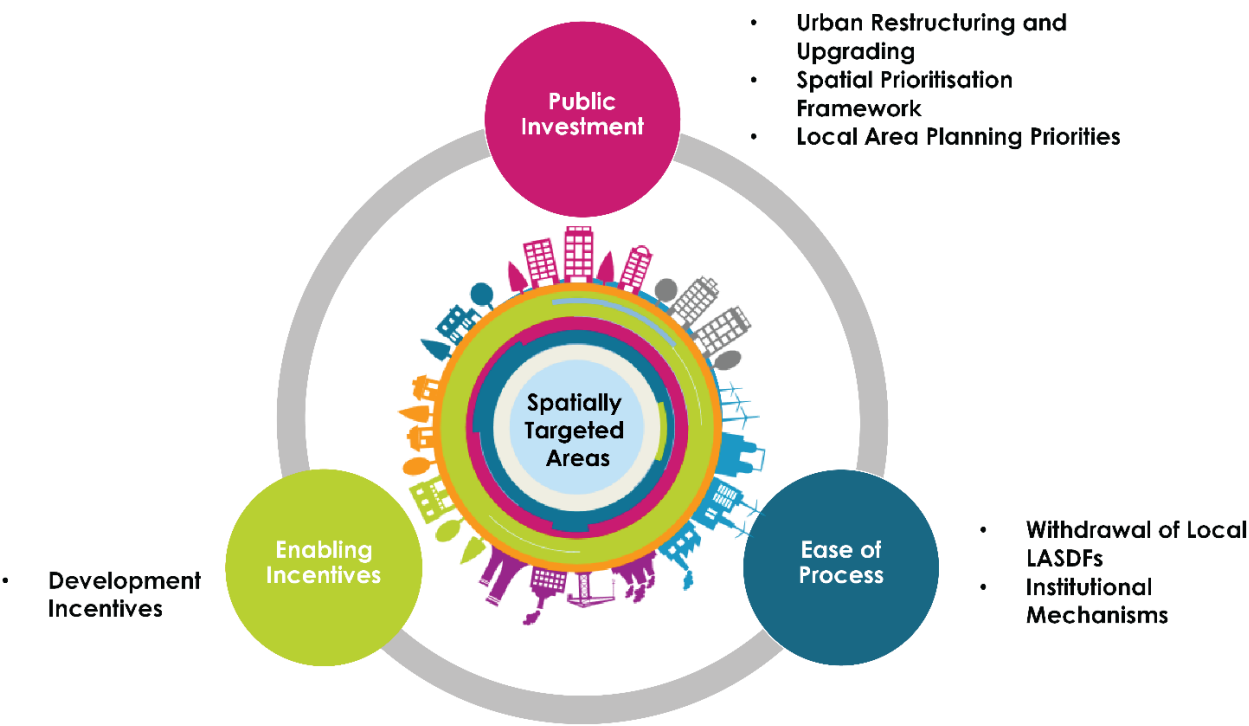


Figure 1.2: DSDF Approach to Implementation

1.2 Urban restructuring and upgrading proposals

Urban restructuring and upgrading deal with changes that need to occur within the existing urban footprint to reinforce the DSFS's development proposals at a district and sub-district scale. This requires sector-specific capital investment to support the development proposals. Furthermore, urban restructuring and upgrading informs planning around new capital investment requirements associated with new development areas and areas where major intensification is proposed in the District Plans.

Two considerations are important in terms of planning for services (public facilities, parks) and infrastructure (transport, bulk infrastructure/utility services). First, there is a need to address backlogs based on the existing demands and secondly, a need to plan for new demand. In terms of the latter, the District Plan attempts to inform future development by:

- Locating areas for intensification of urban use (e.g. areas where redevelopment is being promoted) as well as new development areas (focussed on significant green field development).
- Providing some indication, where possible, of the quantum of development and likely phasing of development, which will be indicated in the District Plan and land use model.

These areas for future development have been identified in the Northern District Plan Technical Report. These include areas for mixed-use Intensification and the New Development Areas.

While the Northern District Plan promotes general intensification across the district and in particular within the Bellville Metropolitan Node, further specific areas identified for mixed use intensification include:

- Durbanville CBD and Durbanville Secondary CBD;
- US Business School Site and the Galleria development;
- Cape Gate/Kraaifontein district node;
- The land south of Fisantekraal (west of Lucullus Road link); and

Significant New Development Areas (NDAs) in the Northern District include:

- Atlantic Hills
- US Business School Site, the Galleria development and the Transnet property across from Willowbridge;
- To the west and east of Botfontein Road
- To the north of Joostenbergvlakte Smallholdings

Taking the above into account the following section deals with the capital investment that would be required to support the implementation of the District Plan.

1.2.1 Transport & Access infrastructure

The section below highlights transport and access related infrastructure planned for the short, medium and long term and include future projects and requirements for roads, public transport and non-motorised transport. The prioritisation of interventions in relation to transport infrastructure should be informed by the following key objectives:

- Optimising development and movement opportunities.
- Making a more 'walkable city'. Ensuring all roads, except freeways, are as much for people as they are for vehicles.
- Prioritisation of public transport over private mobility.
- Reducing the average household transport costs.
- Reducing the city's overall carbon footprint.

1.2.1.a New road links

There are a number of existing new road link proposals in the district. While these are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Northern district, the most important new road links required in the district are the proposed extension of De Villiers Road to link with Langeberg Road, the extension of Uys Krige Road to link with Carl Cronje drive, the extension of Lucullus Road to the north, the extension of the R300 and the extension of Maroela Road to link with Kruis Road as shown in Figure 1.4. While the others will assist freight movement and public transport movement to a degree, they are primarily focussed on private mobility. Thus, while not dismissed as opportunities, these should not be prioritised in the short to medium term as other priorities in terms of the movement system could hold more significant social and economic impact. However, the extension of Lucullus Road to the north, as well as the N1 interchange, should be regarded as a priority, due to the fact that both the road and interchange are at- capacity already.

A. Uys Krige

Extension and upgrade of Uys Krige drive to link with Carl Cronje Drive to facilitate development of the University of Stellenbosch Business School site, as well as the Galleria development. This goes hand in hand with the development of the half- diamond interchange on/off the N1 Freeway.

B. Lucullus Road

Extension of Lucullus Road to the north to Lichtenburg Road as well as upgrade of the interchange onto the N1 Freeway in order to facilitate development of further phases of Greenville, as well as a future mixed-use employment node to the north of the smallholdings.

C. De Villiers Road/Legato Drive

Completion of De Villiers Road/Legato Drive extension to link with Langeberg Road to facilitate the development of the remaining smallholdings in Langeberg.

D. Langeberg Road

Re-routing of Langeberg Road from Wellington Road to link with Amadeus Road, and the extension of the latter across the Malmesbury rail line to the east, in order to also facilitate development north of the Joostenberg smallholdings, as well as to increase east-west accessibility.

E. Tyger Valley Road

Re-routing of Tyger Valley Road to the west to link with Blaauwberg Road, in order to increase accessibility and also facilitate the Annandale development.

F. Maroela Road

Extension of Maroela Road to link with Kruis Road to facilitate development of the Crammix property as well as potential mixed use development to the west of Botfontein Road. The upgrade of Botfontein Road, as well as the intersection with Bottelary Road, will be required in order to facilitate development of a mixed use node west and east of Botfontein Road.

1.2.1.b Road upgrades

The following road grades are required to support future development in the Northern district.

A. Brackenfell Boulevard

The upgrade of Brackenfell Boulevard, inclusive of the bridge over the N1, should receive priority, in order to inter alia address safer NMT movement.

B. R300 Extension

Completion of the R300 extension in order to address capacity issues in Durbanville as well as proposed new infill development in the area.

C. Durbanville CBD and Secondary CBD

Road upgrades in the Durbanville CBD and Secondary CBD and surrounds in order to accommodate intensification in the wider CBD area.

D. Bottelary Road

Upgrade of Bottelary Road east of Amandel Road to Botfontein Road, in order to accommodate development in Haasendal, Annandale, Kruisfontein smallholdings, etc.

1.2.1.c Public transport

The upgrade of the existing public transport facility in Durbanville is required to increase capacity and accessibility for public transport users.

1.2.1.d Non-motorised transport

Investment in NMT infrastructure is a priority in this district. Intervention should occur as part of a programme to develop a broader NMT network. Plan for and implement links between these routes and adjacent/accessible roads, public transport, and parking to support pedestrian access to and utilisation along the NMT.

In the Northern district, interventions should focus on:

- NMT along development corridors and at main movement generators (i.e. transport interchange/station areas – see above). This includes along development corridor main roads, with primary focus on pavements and pedestrian links across roads (design, surfacing, street furniture, etc.). It may also where possible also include bike routes, but these may often be better accommodated along parallel supporting connector routes or in association with the identified open space link related routes. See the City's planned NMT network for guidance.
- The role of NMT for bikes, including especially commuter bikes, will become increasingly important along particularly district connector routes in line with the City's increasing focus on densification, walkability and liveability, and new bike technology (especially the emergence of electric bikes). A major focus must be on safety (and security) with a goal of zero deaths, which has implications for changes to current design of movement routes (e.g. separation of NMT, traffic calming, nature of road crossings), the management thereof (e.g. vehicular speed) and the nature of urban development interfacing with these routes (positive frontages will support surveillance and safety).
- The implementation of non-motorised transport facilities should be considered where applicable to increase accessibility to and from public transport facilities, public facilities and employment opportunities. In this regard, the need along Vissershok Road, St Johns Road, Tyger Valley Road and Koeberg Road is mentioned due to the increase in pedestrians and cyclists.
- The development of main public (and where possible private) links into and through major open space areas in the district which connect destination places and movement generators. These include nature tracks for hiking and biking. In the Northern district this should include linkages along the Elsieskraal-, Kuils- and Mosselbank rivers, where possible, as well as into the Tygerberg nature reserve and Durbanville wine route to enhance the tourism and recreation industry.

- Consideration should be given to utilising the outer edges of road reserves for NMT where possible and appropriate (i.e. where NMT is required, where road reserves are wider than minimum requirements, and if NMT would be fully fenced off from the route itself).
- The linking of significant public open spaces within urban areas, along open space (green) corridors or most appropriate public roads, towards the establishment of a network accessible to NMT across the district, and through the district to neighbouring districts. This should include the establishment of pathways through/around/along open spaces, and appropriately, (re-)designed, landscaped, tree-planted roads/pavements between these open spaces. See sub-district maps.
- Tree planting and landscaping should be a focus (for Ward budgets, adjacent property developers, etc.) along identified NMT routes to assist with NMT legibility, safety, and attractiveness, while progressively contributing to urban heat generation mitigation by effectively narrowing asphalt exposure to the sun.

1.2.2 Environmental Infrastructure and Open Space System

Open space upgrading, enhancement and development (associated with the natural environment and sports and recreation facilities which form part of the green infrastructure network) are critical to achieving the vision for this district. In particular, the latent potential of the existing natural systems should be optimised. In this regard, several interventions relating to the open space system are proposed.

1.2.2.a Biodiversity

In the Northern district the following has been identified as possible projects:

- Upgrade of the Bracken Nature Reserve Visitor Education Centre.
- Upgrade of Tygerberg Nature Reserve visitor facilities.

1.2.2.b Water Systems

- Development of a plan for the upgrading of the Elsiekraal River corridor.

1.2.3 Human settlements

In the context of the District Plan, Human Settlements relates to the realisation of a range of housing opportunities, formal or informal, that the public sector plays a role in providing or supporting. The District Plan supports this process through:

- giving direction to where these opportunities could occur by identifying land suitable for urban development.
- giving further spatial direction through identifying “new opportunities” for subsidised housing development.
- identified areas to apply inclusionary housing policies.
- identifying areas for incremental upgrading, and
- identifying areas for potential shortened land development procedures (i.e. the NDAS and Mixed Use Intensification areas).

1.2.3.a Planned/ Proposed Housing Projects

The following areas within the Northern district have been identified as sites for the development of new human settlements projects.

Table 1.1: Planned Proposed housing projects

Area	Lead / Programme	Timeframe	Notes <i>(Anticipated Yield, etc. if available)</i>
Greenville phase 2	BNG	Short	507 units
Maroela north	BNG	Short	1 687 units
Maroela south	BNG	Short	570 units
Darwin road	BNG: rejected on appeal (2020), application process needs to start afresh	Medium	3 657 units
Brackenfell – mountain view	Social housing	Short	200 units
Scottsdene – eoan way avenue	Social housing	Short	900 units

1.2.3.b Site for Investigation

Further land has been identified specifically for investigation for publicly assisted housing projects. This is limited to publicly owned land/where investigations for acquiring land for publicly assisted housing and will be updated over time based on new information. This includes various portions of undeveloped or underutilised land. The area where land is being investigated for publicly assisted

housing projects within the Northern District is depicted on Figure 1.4. This includes Wallacedene South (East of Botfontein Road).

1.2.3.c Inclusionary Housing

The City is currently in the process of developing an Inclusionary Housing Policy, which is a key deliverable of the 2021 approved CCT Human Settlements Strategy. The aim of the policy is to help stimulate the provision of affordable housing by the private sector. In the absence of policy, potential areas in close proximity to public transport, public amenities and employment opportunities (such as nodes, corridors and mix use development and/or intensification areas) should be considered for inclusionary housing.

1.2.3.d Informal Settlement Upgrade

The table below indicates the informal settlement areas that has been identified for upgrade.

Table 1.2: Informal settlement upgrading

Area	No. of units	Notes
Wallacedene	269	In construction
Klipheuwel	807	Planning

1.2.4 Bulk infrastructure

The following section deals with the current infrastructure capacities and pipeline projects identified for the short, medium and longer term which is necessary in order to support proposals in the District Plan, infrastructure maintenance and upgrading.

1.2.4.a Waste Water Treatment Works (WWTW)

The section below highlights WWTW projects required to support future development in the Northern district.

A. Botfontein Sewer Line

In order to serve new developments east of Kruis Road and west of Botfontein (both Brackenfell), a sewer line is urgently required along Bottelary Road, which connect to the Bellville WWTW.

B. Klipheuwel Rotating Bio-Contractor (design capacity 90 kl/d, current flow 200 kl/d)

Project is underway to convert the plant to a 500 kl/d pump station that will pump the wastewater to the Fisantekraal WWTW for treatment, whereafter the rotating bio-contractor will be decommissioned.

C. Fisantekraal WWTW (design capacity 24.0 MI/d, current flow 11.5 MI/d)

Anticipated to receive drainage from all new infill areas within the northern Bellville, Durbanville, Kraaifontein and Fisantekraal areas. The Kraaifontein WWTW's capacity will not be increased in future and will be received by the Fisantekraal WWTW. Will require an upgrade in the near future in order to have sufficient capacity for all planned infill areas.

The following WWTW is not located within the district's boundaries, however receive wastewater from the Northern district and requires upgrading to accommodate future development:

- Potsdam WWTW (design capacity 47 MI/d, current flow 39 MI/d) located outside the district but impacts on the district
 - The Potsdam WWTW is currently operating near its flow capacity and over its nutrient load capacity, and no further flows to Potsdam will be approved until its capacity is upgraded.
 - The WWTW will accommodate flow from the planned Annandale development.
 - Project is underway for the upgrade to increase the treatment capacity to 100 MI/d by the addition of a new membrane bioreactor treatment module.

1.2.4.b Electricity major projects

This section describes the major projects envisioned for the period 2020 - 2030, exceeding R10 million in capital expenditure and which will be subject to the corporate stage-gate process. Projects discussed in this section can either comprise new bulk infrastructure, refurbishment, replacement, improvement, expansion or upgrade projects.

Table 1.3: Electricity projects (excluding ESKOM)

Project	Description
Eversdal Phase 2	Eversdal MS has three existing 20 MVA transformers reaching their end of life in 2027, 2044, and 2049, respectively. There was however sufficient motivation to replace these transformers with two 50 MVA transformers by December 2021, taking maintenance reports, the future load forecast, vector groups of neighbouring footprints and the availability of the two 50 MVA Koeberg Road MS transformers (from the Koeberg Road switching station ph3 project, Table Bay District) into consideration.
Morgen Gronde SwStn and Stikland – Morgen Gronde 3rd cable	The space for new 132 kV bays at Eskom's Stikland main transmission stations(MTS) is limited and won't be able to accommodate all the future high voltage(HV) connections required in the area (Oakdale Phase 3 project for instance required four spare 132 kV bays). For this reason, the City established the Morgen Gronde SwStn project in order to take a bulk supply from Stikland MTS, comprising at this stage only two HV cables with a third cable anticipated for the 2036/37 financial year. The new Morgen Gronde SwStn will cater for 12 additional 132 kV feeder bays.
Oakdale Phase 3	The load on the Stikland – Oakdale, Stikland – Triangle and Stikland – Bellville South 66 kV lines are close to the firm capacity and upgrade of this network from 66 kV to 132 kV is necessary. Oakdale 132 kV switching station (Oakdale Phase 2) was commissioned in 2017, currently operated at 66 kV. This project entails (as it pertains to the Northern District): 1. Establishing 132kV feeders from Morgen Gronde SwStn to Oakdale SwStn. Upgrade 3 X 66 / 11kV 20 MVA transformers to 2 X 132 / 11kV 50 MVA transformers at Doordekraal main substation (MS).

Project	Description
	Note that the Oakdale transformers are dual ratio transformers for which the firm capacity will increase from 30 MVA to 50 MVA with the network upgrade to 132kV.
Haasendal MS	Haasendal development has been ongoing since June 2015, when they first applied to the City for power. This network is currently supported by the MV network supplied by Morgen Gronde MS. The site for Haasendal MS was one of the subdivision conditions and will be constructed as Morgen Gronde MS gets close to its firm capacity with the aim of also unlocking growth potential to developments east of the existing Morgen Gronde MS footprint. This new main substation will be supplied from Morgen Gronde SwStn via two 132 kV cables.

1.2.4.c ESKOM electricity projects

Eskom's Stikland MTS falls within the Northern District. Stikland is currently a 500MVA firm MTS. Eskom's transmission development plan(TDP) of 2015 – 2024 already indicated an over-firm condition at Stikland MTS. Stikland MTS peaked at 697 MVA in 2019, with more than 50% of the peak attributed to the City's load.

Pinotage MTS, commissioned in July 2020, provided a solution to deload both Stikland and Muldersvlei MTSes, with a forecasted load of below 400 MVA at Stikland MTS for the next ten years. Eskom's TDP of 2021 – 2030 therefore indicated that the installation of the third 400 / 132 kV 500 MVA transformer at Stikland MTS was deferred until an unknown future date.

The City will be closely monitoring the load and new connections on the various Stikland MTS intake points to ensure timeous notified maximum demand(NMD) increases in order for Eskom to appropriately plan the TDP scheme to install the third 400 / 132kV 500 MVA transformer at Stikland MTS when required.

1.2.4.d Cross-linkages between City and ESKOM

The City currently has 8 X 66kV and 2 X 132kV intake points from Eskom's Stikland MTS. Currently the 400kV incomers and busbars and the 2 X 400kV / 132kV transformers belongs to Eskom Transmission line division. The remainder of the substation (i.e. 132kV and 66kV equipment) belongs to Eskom distribution line division. The existing Bellville South, Triangle (Tygerberg District) and Oakdale (1 & 2) 66kV intake points will be transferred to Morgen Gronde SwStn once constructed.

Eskom have plans to upgrade nearly all of their remaining 66kV load to 132kV in the near future, meaning that apart from a single 11kV overhead line the 66kV bus will only supply the City's load (Brackenfell, Langverwacht and Eversdal). Stikland – Brackenfell and portions of the Stikland – Eversdal 66kV circuits transverse the Northern District. It was already agreed in principle that since nearly all of the Eskom distribution load (i.e. 66kV load) will be transferred, it will be worthwhile to only have Eskom Transmission and the City as owners of the Stikland MTS equipment. The point of supply at Stikland MTS is yet to be determined but will most definitely result in the transfer of assets from Eskom distribution line division to the City.

1.2.5 Public facilities and public space

The City takes an integrated precinct planning and development approach to providing civic and community facilities. This includes upgrading /expanding capacity within existing facilities and developing new facilities in areas of need, following a co-location and clustering of facilities approach in order to leverage City investment and resources.

A hierarchy of nodes (depicted by circles and size of circle) has been identified as illustrated in Figure 1.3 with facilities operating at different scales (ranking depicted by number in the circle) and this forms the basis of a development framework for community facilities. As such, 24 precincts across the City have been identified as backlog or optimisation precincts and prioritised for investment to drive spatial transformation. The prioritisation of precincts was informed by modelling that identifies sufficiency and insufficiency (understand areas of need) in light of the different facility standards and population projections. The results generated by the modelling exercise are a data driven support tool used to inform strategic planning, budgeting and implementation of community facilities.

Investment of community facilities are planned and implemented through key programmes for the following line departments: Recreation and Parks, Social Development and Early Childhood Development (SDECD), Libraries and information System and City Health.

- a) The Recreation and Parks programmes include:
 - Integrated Recreation Facilities Programme, which involves the clustering of sports and recreation and parks facilities within identified areas at a community scale,
 - Regional Recreation Hubs Programme that involves developing and facilitating organised, formal sport, informal recreation and play at a regional scale. These are multi-code & multi-use facilities that include soccer, athletics, cricket, netball, rugby, hockey, swimming, cycling and tennis, that meet federation standards.
- b) The SDECD programmes includes the homeless shelter programme and the implementation of community facilities (ECDs and play areas) within informal settlements.
- c) The LIS programmes are optimisation of services and expansion of libraries while City Health programmes include the National Core and Ideal Clinic Standards.

- d) IT Modernisation is a programme that cuts across all line departments, leveraging technology to enhance key aspects of service delivery (e.g. clinic appointment, records systems and facility booking systems).

It should be noted that the proposed facilities as set out in the Community Services and Health Infrastructure Plan (CSHIP) remain a key capital investment priority with regards to community facilities. Table 1.4 should be read in conjunction with Figure 1.3. It highlights the areas of need in order of priority (ranking) as well as the key facility development priorities within specific catchments (and nodes) resulting from the modelling exercise. It should be noted that the table is a guide in terms of the type of facilities of highest need within the specified catchment area and also indicates the ranking of the specific node at district level as well as at metro scale e.g. Wallacdene node is ranked 1 in the Northern District context and 3rd at a City wide scale in terms of need.

At a more local scale targeted investment into these nodes and facility types is key to addressing the existing service shortfalls and providing access to these communities where those facilities are required most e.g. Wallacdene should be prioritised in terms of investment. This include the enhancement and/or upgrading of facilities as well as new facilities including sports grounds, community and neighbourhood parks, libraries as well as schools in order for it to be developed as an Integrated Recreation Facilities (see Figure 1.4).

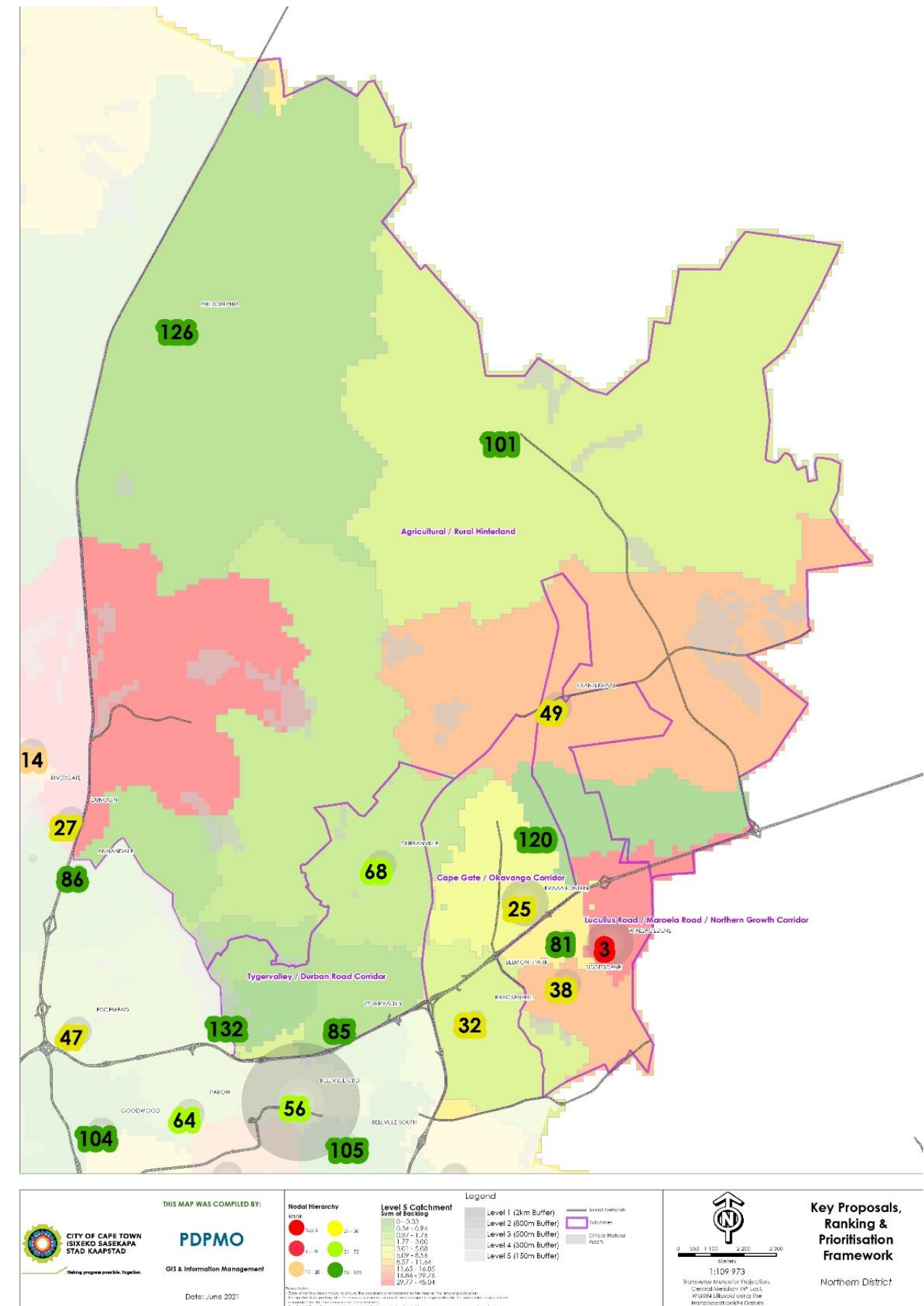


Figure 1.3: Hierarchy and ranking of nodes for 2020 estimates

Table 1.4: 2020 Top areas of Need in Northern district

Catchment & Node	Rank in District	Rank City Wide		Facilities of greatest need	Sub-district
Wallacedene	1	3		Community Park	Sub- District 3: Lucullus Road/ Maroela Road Corridor
				Sports Grounds	
				Community Centre	
				Regional Library	
				Community Library	
				Neighbourhood Parks	
				Primary Schools	
Kraaifontein	2	25		Community Library	Sub- District 2: Cape Gate and Okavango Road Corridor
				Regional Park	
				Secondary School	
				Primary School	
Brackenfell	3	32		Sports Grounds	Sub- District 2: Cape Gate and Okavango Road Corridor
				Secondary Schools	
				Primary school	
				Clinic	
Scottsdene	4	38		Sports ground	Sub- District 3: Lucullus Road/ Maroela Road Corridor
				Community Park	
				Neighbourhood Parks	

*The colour in the boxes represents the number of facilities required as a result of the modelling exercise. The results from the modelling exercise are indicative of the severity of facility need. As such it is not expected that the results from the modelling exercise must be provided. In addition to fiscal and land availability constraints results should be read with the understanding that it is up to line departments to devise a strategy on how to meet the need identified.

Key:

	1-2 Facilities required = Yellow
	3-5 Facilities required = Orange
	5+ Facilities required = Red

Table 1.5: Pipeline/proposed projects for public facilities

Facility Type	Pipeline Projects		Timeframe
	New/replacement	Upgrade/expansion	
Libraries	Wallacedene Regional Library		Future
Recreation and parks	Durbanville Outspan Park		Future
	Blue Ridge (Wallacedene) Integrated Recreation Facility including a library, clinic, sports field, primary and high school		Short – Medium
City health	Northern Hospital (new)		Future
	Fisantekraal clinic		Short
		Harmonie clinic	Short - Medium
		Scottsdene CDC	Medium
	Bloekombos CHC		Medium
ECD / Social Development	ECD centres of excellence is to be explored where the need arises and subject to budget availability.		

1.2.5.a Educational facilities

The WCED is responsible for provision of education facilities and base their needs on 'Equitable Access to Education'. The following area-based priorities have been identified and pipeline projects as shown in Table 6:

A. Medium-Term Need (3-5 year)

- *Bloekombos/Wallacedene*: There is a need for a primary and high school which is hampered by land invasions. These schools to be built on the Blue Ridge public facility site. Planning process has commenced already.
- *Brackenfell/Kraaifontein*: Focus is mostly on expansion programme.
- *Durbanville*: Vacant hostel site on Remainder erf 41, to be utilised for new school.

B. Long-Term Need (> 5 years)

- *Klipheuwel*: Access roads and utilities is a challenge hampering the construction of a school.
- *Fisantekraal*: The construction of a temporary primary school has been completed as a short terms solution. The need for a brick and mortar primary and high school need further consideration.

Table 1.6: Education pipeline projects

WCED Pipeline projects		Time frame
New(N)/Replacement(R)	Expansion(E)/Upgrade(U)	
Wallacedene PS(N)		Medium
	Northpine PS(E)	Short

1.2.6 Urban management areas

Various city programmes exist that support/assist with urban regeneration by improving and upgrading areas in terms of the supplementation of municipal services (refer to available mechanisms under Section 1.6 – Implementation Mechanisms). The section below will highlight two existing programmes and the areas covered by these:

1.2.6.a City Improvement Districts (CIDs)

These districts are established by communities in partnership with the city and have defined boundaries. They are funded from additional property rates levied on the municipal valuation of the property owners which is paid over to the CID and used to provide the additional services they provide.

- Welgemoed CID

1.2.6.b Mayoral Urban Regeneration Programme – Mayoral Visible Service Accelerated Programme (MURP – MVSA)

These programmes aim to uplift areas that have been identified as neglected and dysfunctional through the maintenance of public infrastructure and facilities in order to stabilise areas and provide a platform for more effective public and private investment. The MVSA programme relies on the collective efforts made by various line departments in order to fast-track efforts to improve the quality, safety and the environment of communities in the 23 identified precincts across the metro. Precincts relevant to the Northern district include:

- Example: Design of a Precinct Development Framework for Kraaifontein East CBD (Belmont Park area, as depicted in Map below) (initiated Febr. 2021, still in planning process.

1.2.7 Urban Restructuring and Upgrading Plan

Figure 1.4 below synthesises the key sector specific capital investment projects described in this section that need to occur within the existing urban footprint to reinforce the Blaauwberg District SDF and its associated development proposals, in particular new development areas and areas where major intensification is proposed.

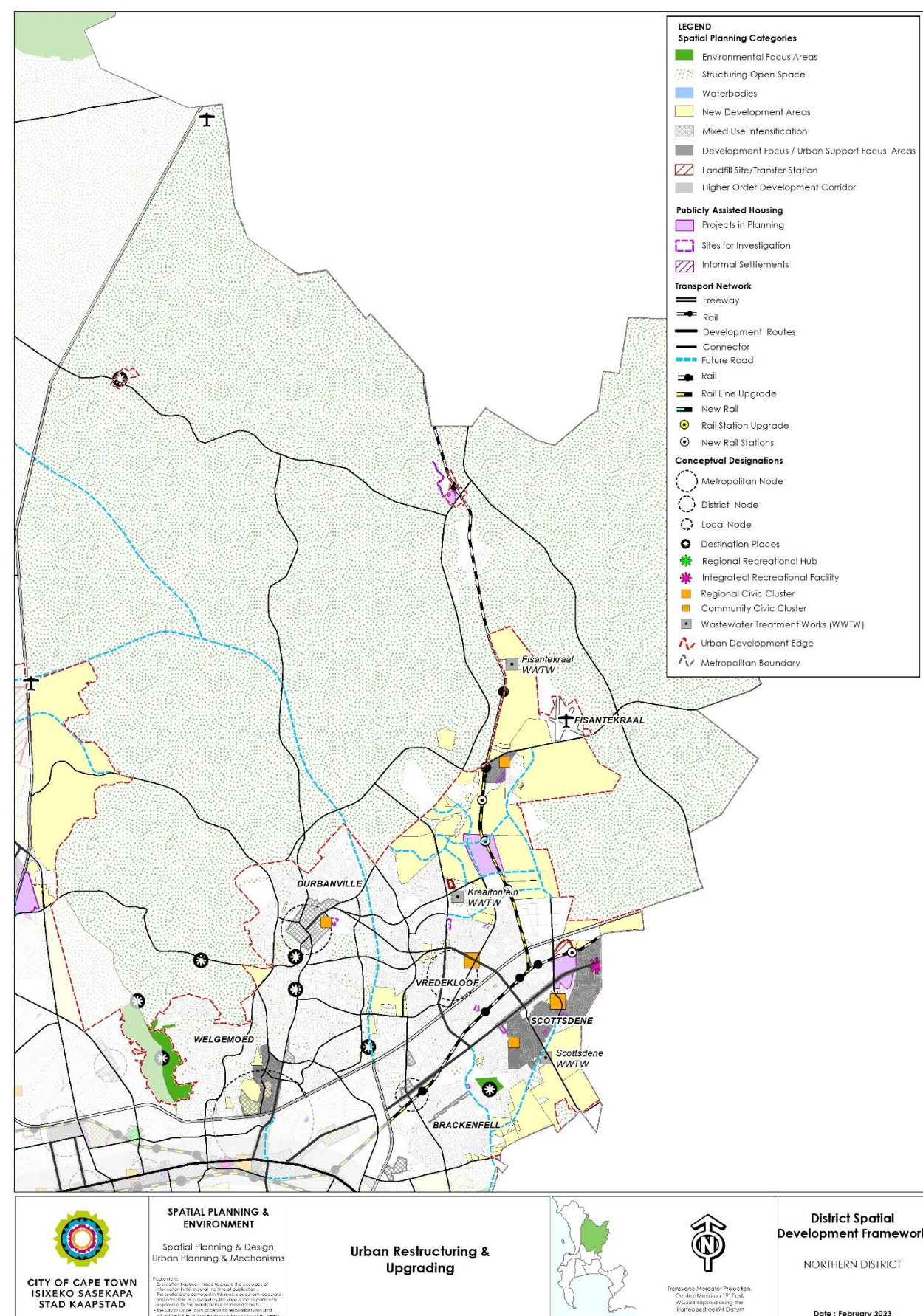


Figure 1.4: Urban restructuring and upgrading

1.3 Spatial targeting framework for prioritising areas for public investment

The purpose of the DSDF spatial targeting framework is to identify and prioritise specific areas within each district for public investment and / or incentives in the short-medium term in order to implement the spatial vision and objectives reflected in the District Plan. Areas are prioritised based on the rationale and emphasis for growth management and investment set out by the MSDP. The DSDF Spatial Targeting Framework consolidates the relevant spatial structuring elements that best reflect the City's spatial strategies & priorities at each scale of planning (see Figure 1.5 and Figure 1.6 below).

The key informants at the metropolitan level of planning, taken from the MSDP's Spatial Prioritisation and Investment Framework, are the Spatial Transformation Areas (STAs) and structural anchors (nodes and development corridors). These inform investment-focus and strategic development potential and form the basis for spatial prioritisation of public investment and incentives in the city. These have been refined and delineated through the DSDF.

The District SDF Spatial Targeting Framework expands upon the MSDP's Spatial Prioritisation and Investment Framework through the designation of, new district / local level spatially targeted areas, the Priority Local Facilitation Areas. At this scale, greater attention is placed on local elements that should inform and direct implementation, public investment decisions, budgets and planning focus. The three Priority Local Facilitation Areas identified are the Development Focus Areas, the Urban Support Focus Areas, and the Environmental Focus Areas

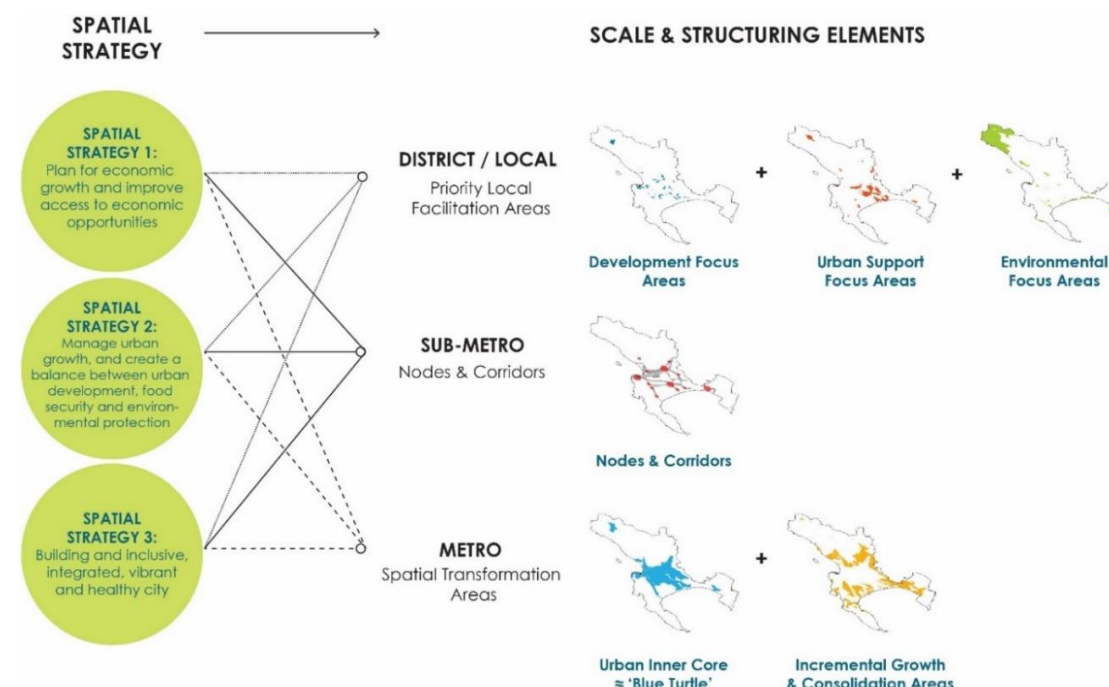


Figure 1.5: Link between spatial strategies, scale and policy elements

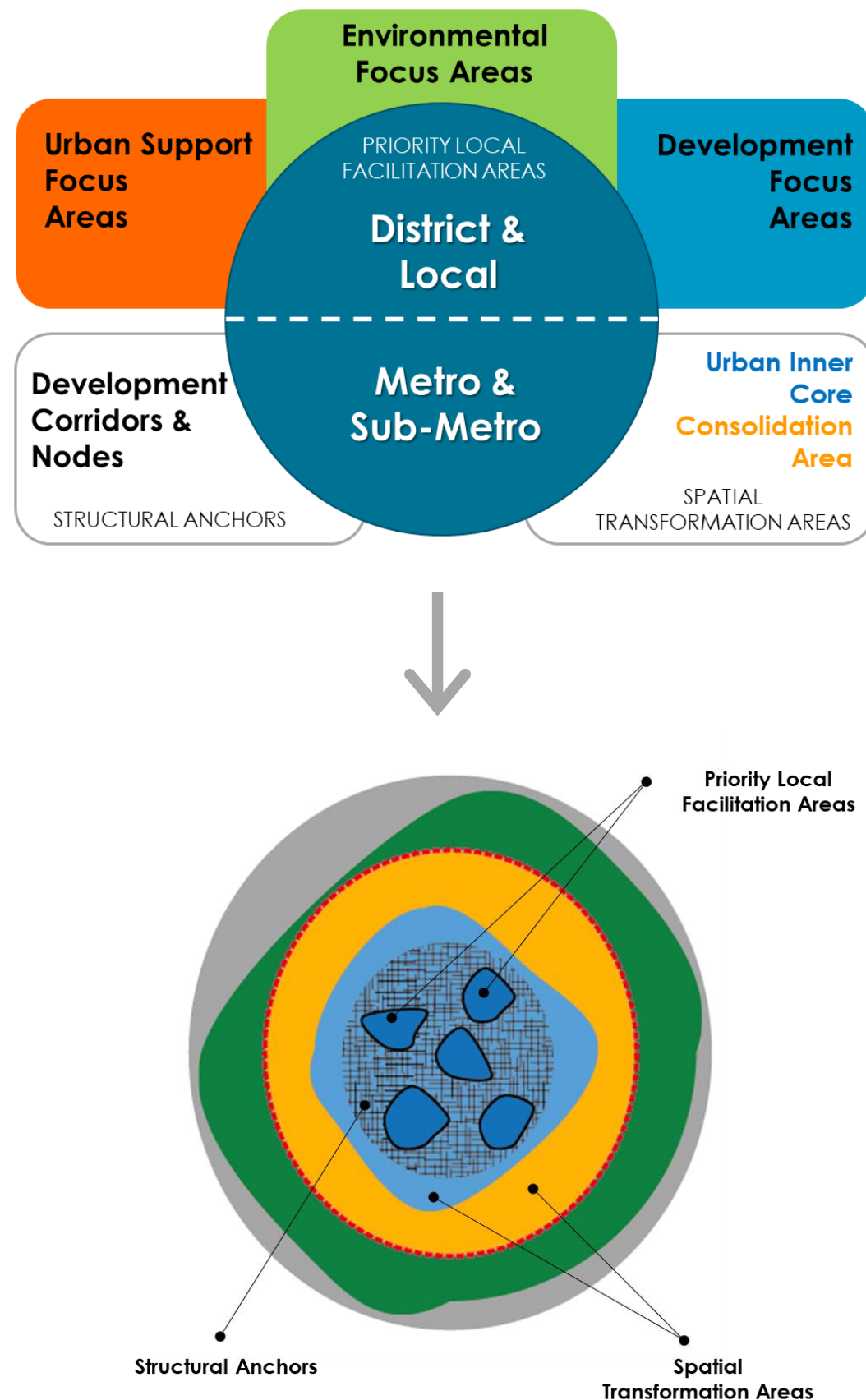


Figure 1.6: DSDF Spatial Targeting Framework Methodology

1.3.1 Overview of Priority Area Identification

The Priority Local Facilitation Areas provide the district level basis for spatial prioritisation and aim to guide implementation through directing public investment, incentives, budgets and planning focus for the short to medium term (i.e. the lifespan of the DSDF). These include the Development Focus Areas (DFAs), Urban Support Focus Areas (USFAs) as well as Environmental Focus Areas (EFAs). The identification criteria and rationale behind these each of these areas is discussed below.

While several priority local facilitation areas for the district are identified, and illustrated in Figure 1.7 the framework is intended to be flexible and other local areas may be identified as areas of priority during the 5 year review of the District Plans.

1.3.1.a Development Focus Areas

The Development Focus Areas (DFAs) are targeted areas for urban restructuring and planning focus in the short - medium term that have the highest potential spatial transformative impact with dedicated budget, planning or investment to facilitate development.

The DFAs are a refinement of the Urban Inner Core to areas of 'development focus' or priority, i.e. Development Focus Areas for the period of the DSDF (10 year cycle). These are targeted areas for urban restructuring that have the highest potential spatial transformative impact (i.e. addressing issues of spatial fragmentation, inefficient urban form and segregation by integrating communities and increasing opportunities to a greater number of people in highly connected areas) These are areas that have high potential to attract private sector investment.

The DFAs are to be prioritized for redevelopment, further intensification and public investment based on the following criteria:

- Areas where the focus is 'urban restructuring' and exhibit the highest location potential linked to the goals of Spatial Transformation.
- Areas linked to projects with a multi-sectoral focus where there is funding available (be it operational and/or capital), or funding to be applied for, for planning that will give rise to implementation:
 - Planned LSDFs, Precinct Plans, etc.
 - Priority Areas of Opportunity as identified in CLDP, Integration Zones and Economic Areas / Employment Concentrations that would serve as catalysts to unlock the potential for integrated development with cross-cutting benefits.
 - Other high profile integrated projects under investigation.
- 5 -10 year frame - Planning work at least to commence within the lifespan of the DSDF.

- Areas with highest levels of accessibility in line with the City's MSDF and Transit Oriented Development (TOD) objectives.
- Potential to attract private sector investment.

Investment in DFAs should focus on maintaining and improving public services that are required to unlock public and private-sector driven residential and economic development potential (new development and opportunities for redevelopment or further intensification of existing land uses) and maintain existing economic growth. This would include, inter alia, increasing infrastructure capacity, maintaining and investing in new recreational and social amenities, improving connectivity and access through reliable transportation services and infrastructure and enhancing the safety and overall quality of the urban environment through effective urban management.

A more detailed description of the method to identify DFAs can be found in the Technical Annexure document.

1.3.1.b Urban Support Focus Areas

The Urban Support Focus Areas (USFAs) are areas faced with a combination of challenges including but not limited to infrastructure failure and service delivery challenges; high socio-economic need and crime rates and require a co-ordinated public investment and planning approach in the short to medium term.

The Urban Support Focus Area designation aims to identify areas requiring support over and above the regular processes available. This designation recognises areas characterised by a combination of the following elements: uncertainty of what should be done, how and by whom; informality and overlapping challenges; standard norms, guidelines and processes may be incongruous with the contextual realities; the area is in need of public investment but not necessarily strategically located; and there may be plans for the area but implementation is lacking.

The identification of USFAs for public investment and support was guided by the following criteria:

- High socio-economic need/vulnerability (SEVI 2020)
 - WPG Socio-Economic Vulnerability Index
 - Informality high density in informal settlements and backyard shacks
 - Density household and population densities per km^2
 - Poverty income-based segmented classification (NLIs), which classifies areas according to their income and various lifestyle characteristics
 - Crime Levels (SAPS 2020/21)
 - Social Facility Backlogs

- Areas with a combination of service delivery challenges / built environment need.
 - Urban Management Walking the Streets Dataset 2021
 - Infrastructure Capacity Backlog (Waiting on Update)
- Areas with a need for greater co-ordination
 - Qualitative Input from District Planner
 - Alignment with MURP/MVSA programmes
 - Confirmation with UISP

Investment in USFAs should focus on restoring dignity to the most vulnerable as an effort to contribute toward the vision of creating a city of hope as articulated in the City of Cape Town's Integrated Development Plan. This would include, inter alia, targeted infrastructure and social development investment to support SMMEs and the informal sector, delivery of state-subsidised and affordable housing, adequate infrastructure services (including reliable public transport) and community facilities to improve people's overall well-being and crime-prevention services and public realm improvements to enable safer and secure communities.

A more detailed description of the method to identify USFAs can be found in the Technical Annexure document.

1.3.1.c Environmental Focus Areas

The Environmental Focus Areas (EFAs) are areas with critical environmental significance (in terms of national conservation targets) outside of formally protected areas which have been identified as priority areas for investment and/or protection over the lifespan of the DSDF, given its environmental significance but are not within designated DFAs and USFAs and hence require equivalent focus.

The aim hereof is to consider of the role of environmental resources in terms of its contribution toward enhancing the economic potential and social amenity value of areas whilst improving the City's resilience in the face of climate change and other threats, particularly in more vulnerable areas and/or communities.

Balancing the pressures of urbanisation and environmental management requires prioritising the management of environmental resources as part of a more integrated approach to climate change adaptation and adapting urban development in order to promote more efficient use of resources and reduce the impacts of urban development on the environment.

To identify and prioritise environmental focus areas, a set of criteria was used to select environmental projects and programmes which are/or have:

- Catalysts for integrated development with cross-cutting benefits:

- Supports environmental priorities as well as enhance the economic potential and social amenity of the area.
- Reduce biophysical risk to communities
- Areas under threat from urban development
- Funding, Planning or Investment within the 3 year MTREF period or planning for funding/ in process or to be applied for within the 5-10 year IDP and DSDF lifespan.
- Priority Area Alignment (i.e. DFAs, USFAs, Destination Places or new EFAs based on options provide).

The final selection of projects which informs the identification of Environmental Focus Areas is based on there being evidence of all 3 abovementioned criteria. Please refer to Table 8 for further details on the EFAs.

Figure 1.7 depicts the Prioritised Local Facilitation Areas (i.e. the DFAs, USFAs and EFAs) for the Northern District.

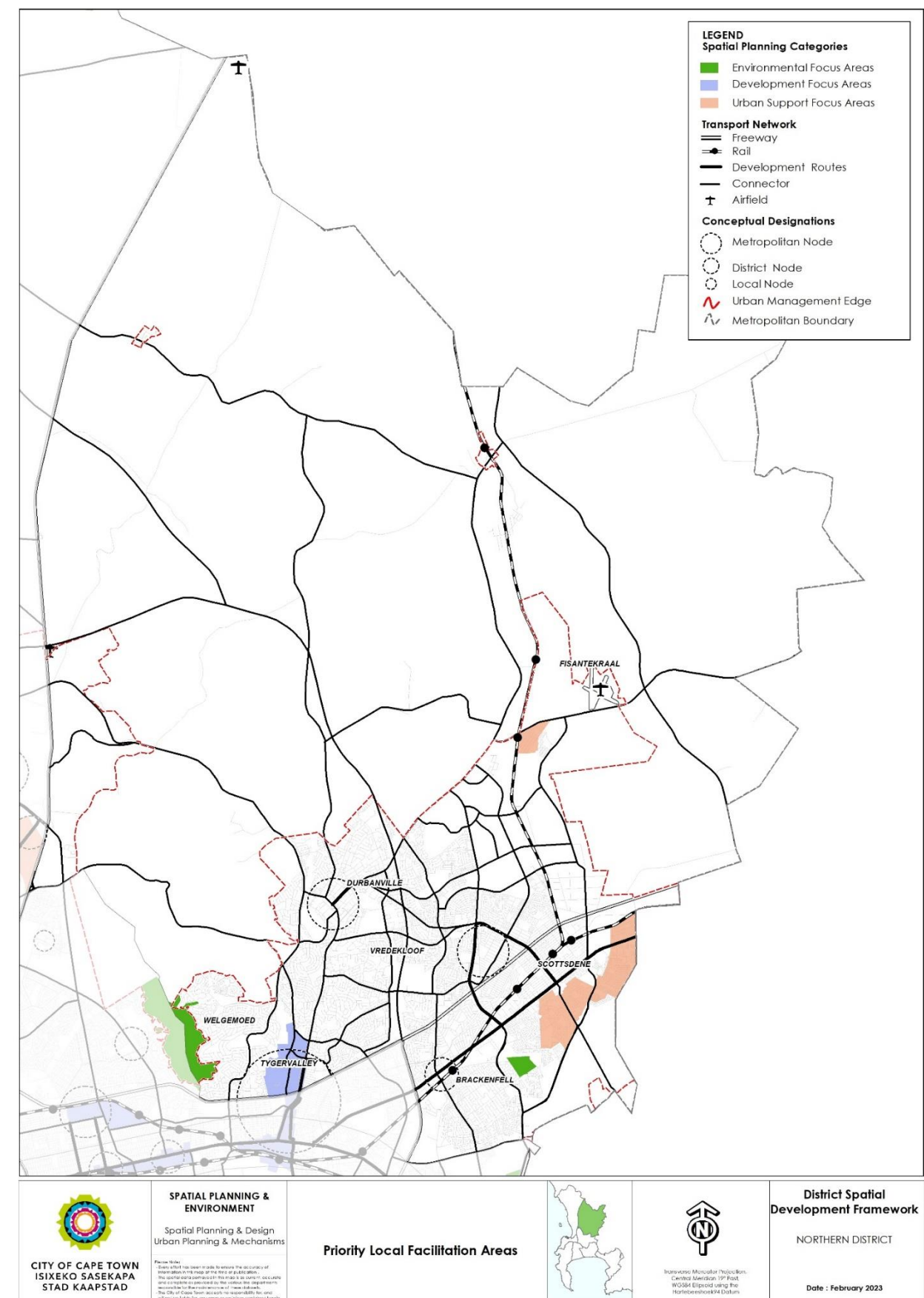


Figure 1.7: Spatial Targeting Framework - Priority Local Facilitation Areas

1.3.2 Capital investment prioritisation

Based on the priority local areas identified above, a prioritised list of significant public capital investment to support the spatial development proposals of the District Plan, and more specifically the development of these targeted areas can be developed.

It should be noted that capital investment will occur across the district on a range of public facilities, infrastructure and services (roads, bulk services, etc.). The focus on the capital investment prioritisation in the district is thus not comprehensive, but strategic, focusing on areas where multi-sectoral intervention is needed to ensure high impact restructuring and upgrading within the district.

Table 1.7 below identifies key, high impact projects that will have a significant impact at a district scale while Table 1.8 identifies specific local level projects that support the spatial planning proposals for the priority local areas in the district.

Table 1.7: District prioritisation

Project	Description	Timeframe
Tyger Valley / Bellville	See Table 9 below Catalytic precinct planning Integrated recreation facility	Medium / Long Term: 5+yr

* Cross-district: projects that have a wider impact catchment area across district boundaries

Table 1.8: Sub-district prioritisation per DSDF Priority Local Area

PRIORITY AREA	PROJECT	DESCRIPTION	TIMEFRAME
Urban Support Focus Areas			
Bloekombos/ Wallacedene	Various housing projects	City of Cape Town housing project providing approximately 269 housing opportunities. Investigate the acquisition of additional land east of Botfontein Road for development of integrated human settlement.	Medium / Long Term: 5+yr
	The Wallacedene/Bloekombos settlements have been rapidly growing with many land parcels being invaded. New Development Areas have been identified to the east and west of Botfontein Road and is earmarked for industrial(west) and integrated human settlement(northern portion to the east of Botfontein Road).	Initiate investigation with District Transport and Utility Service engineers to determine bulk capacity service requirements to unlock development west and east of Botfontein Road, and determine the overall urban structure. This may be partly a co-operation with potential developers/applicants.	Medium / Long Term: 5+yr
Development Focus Areas			
Tyger Valley / Bellville	Bellville node which includes the area up to Tyger Valley(PTI upgrade, Future BRT, Integrated recreational facility, etc.)	Potential for intensification, redevelopment and upgrade. The Bellville CBD Catalytic Precinct Project (draft 2020) forms the base for the redevelopment of the Bellville PTI and immediate surrounds, and provides guidance to the future role and function of inter alia Durban Road (south of N1) as well as the extension of Robert Sobukwe Road as future BRT-trunk route. Further precinct planning is required for the area to the north of Voortrekker Road to address redevelopment between Durban Road and the extended Robert Sobukwe	Medium / Long Term: 5+yr

		Road as BRT-trunk route, accessibility, potential bulk, interfaces, preferred land use mix.	
Environmental Focus Areas			
Bracken Nature Reserve	Upgrading	Upgrading of the visitor facilities to include an educational centre and offices.	Medium: 2-5 years
Tygerberg Nature Reserve	Upgrading	Upgrading of the visitor facilities.	Medium: 2-5 years

NOTE: Final project selection is dependent on a number of detailed economic, financial and operational assessments to be determined by the City's Infrastructure Strategy.

1.4 Local area planning priorities

While the District Plan gives direction at a district scale, Local Area Planning Initiatives such as Local Spatial Development Frameworks (LSDFs), Precinct Plans and Public Investment Frameworks (PIFs) are required to provide a greater level of planning direction in strategic locations and stronger focus on implementation. Several priority local planning and investment areas are identified in order to implement the vision of the District Plan. Inputs from the public engagement process have been an essential part of this process. These inputs have been balanced with the need to be strategic in focussing on projects with maximum impact and highest alignment with the spatial strategies of the MSDF (2023) and the new District Plan through the spatial targeted areas (opportunity and vulnerable areas) in section 1.3.2 and programmed with due regard for resources available to undertake projects.

Based on the technical review and inputs to date, several planning and investment focus areas have been identified, including preliminary local planning areas where further planning is required to guide local land use change or define capital investment interventions or where further work is needed to unlock strategic land for development. The priority local area planning initiatives for the Northern district are depicted in Figure 1.8 and Table 1.9 below.

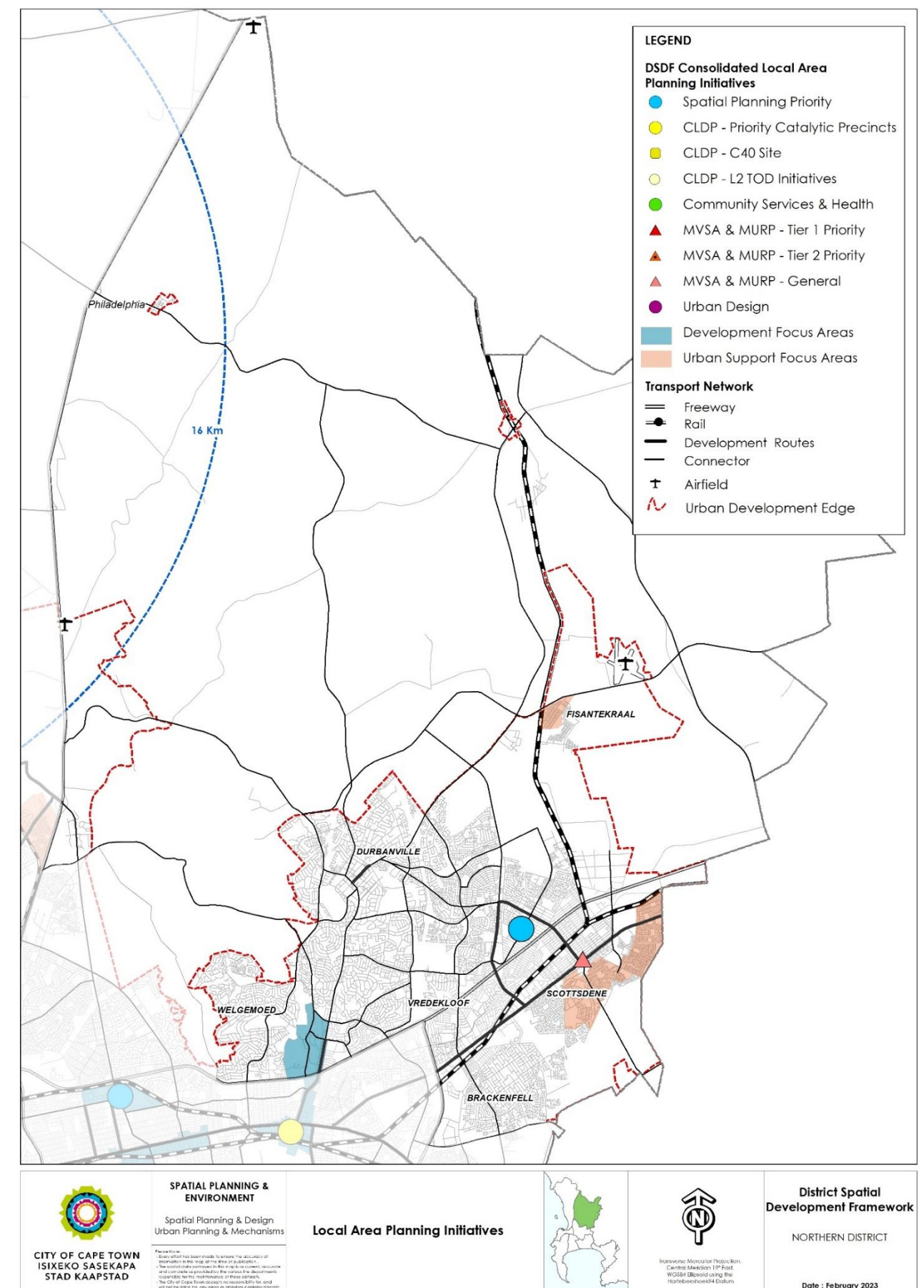


Figure 1.8: Local Area Planning Initiatives

Table 1.9: Prioritised Local Area Planning Initiative

PLAN	DESCRIPTION AND MOTIVATION	STATUS	TIMEFRAME	LEAD DEPARTMENT
Cape Gate/ Kraaifontein Node Product: Precinct Plan	Description: The two nodal areas are still separate entities/ fragmented, and need, over the longer term, to be integrated in order to form a single Central Business District. The focus of this precinct pan is the area south of Kraaifontein Civic Centre, focussing on vacant council property Motivation: Initiate investigation with District Transport engineers and LUMS to identify a confined area for initiating integration between the Cape Gate commercial node and the Kraaifontein CBD along Brighton Road. This should include completion of development and design guidelines for Tanner Street (in co-operation with urban design), re-opening of Tanner Street to Malborough/Darwin Street. The proposed outcome should be a precinct plan to be adopted by the subcouncil.	Scoping	S: 1 – 2 yr	District Planning & Mechanisms
Kraaifontein East CBD Product: Precinct Plan	Description: The spatial integration of Kraaifontein East CBD with Wallacdene should be strengthened through appropriate public and private investment. The east – west integration to link Fisantekraal to the north and provide employment opportunities and adequate density/intensity for future planned rail stations. Motivation: There is a need for co-ordination of various multi-sectoral projects that would maximise the area's potential through appropriate interventions including but not limited to Infrastructure, Social, Economic, Institutional, etc. The precinct takes the form of a corridor extending along Old Paarl Road. More detailed studies and investigation are required to provide guidance on precinct management and development partnerships to support investment into this precinct.	In progress	S: 1 – 2 yr	Mayoral Urban Regeneration Programme
Tyger Valley/ Bellville node	Description: Future Bellville (Urban Catalytic Investment Dept.): Provide ongoing input to planning projects for the different identified	In progress	M: 2 – 5 yr	UCI

Product: LSDF	precincts in the core area. Planning of extended Robert Sobukwe Road and re-aligned Durban Road (Urban Catalytic Investment Dept.) (Development Focus Area): Provide input with regard to land use guidelines when access management is considered for the area between Robert Sobukwe extension and re-aligned Durban Road(dependent on approval of study/USDG-funding application). Consideration to be given to the compilation of development guidelines re. land uses, height of buildings, bulk, interfaces, etc. Motivation: There is a need for precinct-level coordination and integration of various multi-sectoral projects that maximise the area's competitive local economic advantage, including but not limited to Utilities, Transport infrastructure, Community and Health Services, e.g. PTI upgrade. Local-level development proposals are subject to the implementation and feasibility of these projects that require more detailed studies and investigation to be undertaken as part of the CLDP Bellville Priority Plan.			
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1.5 Local policies to be withdrawn or amended

The following section includes a list of approved local level policies and plans that should be withdrawn or amended to ensure alignment with the new Northern District Plan, once approved. The specific motivation for withdrawal or amendments are describe in the tables below.

Table 1.10: Policies to be withdrawn

Policy or plan	Motivation
Conceptual Design and Urban Design Framework for Brighton Road (2015)	Needs discussion with LUMS and Transport as it hampers small scale redevelopment and opportunities.

1.6 Implementation mechanisms

A parallel investigation was undertaken during the review of the District Plan to identify current and required development mechanisms to support its implementation. The main objectives of said process were as follows:

- Identify pragmatic mechanisms that can be implemented within the lifespan of District Plan and support the recovery of the city's economy during and after the Covid-19 pandemic.
- To develop a framework to guide the application of the mechanisms at the sub-district and local scale.

This section provides a summary of the findings from the aforementioned investigative process and provides a kit of incentives or tools to stimulate the desired type and form of development proposed in district and sub-district development plans. This will provide a level of certainty and direction to development agents and landowners and reinforce the City's commitment to drive the spatial vision and development proposals contained within the District Plans.

1.6.1 Categorisation of mechanisms

Each mechanism is categorised in terms of its primary objective in supporting the spatial vision and development proposals in line with the District Plan. While some may have more than one function, this categorisation focuses on their primary objective. The four categories of mechanisms are described below.

1.6.1.a Development incentives

Development incentive mechanisms aim to stimulate private sector development and leverage public investment. They are designed to change the behaviour of agents of the development process or influence their decisions in order to achieve specific outcomes. Incentives must be restricted to agents who meet given criteria, such as locating in a TOD precinct and meeting the desired form and composition of land use. Standard incentive packages can involve financial rewards such as discounts, leveraging of City's property assets, rebates, tax holidays and subsidies, or they may involve non-financial inducements in the form of exemptions from certain regulation or reporting standards.

1.6.1.b Income generation

Income generation mechanisms enable the City to recover some or all of the value that public infrastructure generates for the private sector and ensure that it retains the maximum value of its assets when leased or disposed to the private sector. The revenue or income generated by these mechanisms can be used to fund the capital and operation cost of public investment projects required to support the spatial vision of the city. It should be noted that this does not exclusively deal with land based financing, rather mechanisms that have a primary objective of generating income to support the implementation of the City's spatial vision.

1.6.1.c Institutional

Institutional mechanisms seek to harness the City's operational and legislative capacity as a means of improving the development process. A core facet of this is by identifying and leveraging operational efficiencies as means of improving the implementation of other mechanisms. Institutional mechanisms may also seek to improve vertical and horizontal coherence across government levels as spatial frameworks are aligned with both future and existing local policies, but also across government spheres. While these are typically undertaken within the internal realm of the City, there can be a degree of public-private interfacing, as is the case with mechanisms such as City Improvement Districts (CIDs). These are not typically revenue-generating or incentivised approaches.

1.6.1.d Public sector investment

Public investment is a key driver of development within cities across South Africa. Beyond the constitutionally mandated basic services and public infrastructure provision, in certain circumstances, public sector investment is essential to attracting and leveraging the private sector and household investment and unlocking development opportunities in spaces that will contribute to a more efficient, equitable, sustainable and just spatial urban form. These mechanisms are particularly important in areas that face sustained challenges. No developer or investor will elect to build in an undesirable location unless it yields a profitable return on investment or is compensated for its underperformance. Programmes such as MURP and the Precinct Management Model aim to stabilise and address urban decay issues in specific local areas. The CLDP aims to leverage public investment in a long term, comprehensive regeneration process.

1.6.2 Available mechanisms

The following list of mechanisms are approved and available to prospective development agents and property owners in Cape Town. A more detailed description of the mechanism, including its main objective, how it works, qualification criteria and the application process can be found in Technical Annexure 12, contained in Vol. 4 of the District Plan .

Table 1.11: Available mechanisms

Development incentives
Discounted development contributions
Development application fee waivers
Discounted electricity tariffs
PT Zones (currently under review)
Urban Development Zones (UDZs)
Income generation
Development contributions
Land disposals and lease
Institutional
Streamlined land use application process
Special rating areas
Public sector investment
Catalytic Land Development Pipeline (CDLP)
Mayoral Urban Regeneration Programme (MURP)
Precinct management model
Land acquisition including land banking and assembly

1.6.3 Proposed mechanisms

The following list of mechanisms are either, currently in the process of development or investigation by the City or should be investigated in more detail prior to pursuit and implementation. It should be noted that this is not an exhaustive list of mechanisms; they were selected based on the methodology contained in Technical Annexure 12 in Vol. 4 of the District Plan , and should not preclude the investigation of other mechanisms to support the City's urban development vision. A more detailed description of the mechanisms, including its main objective, how it works, qualification criteria and the application process (where applicable), can be found in Technical Annexure 12 in Vol. 4 of the District Plan. Timeframes for approval (for mechanisms under current investigation) and investigation of future mechanisms are indicated as either A, B or C, where A

refers to those mechanisms which can be approved in 1–2 years, B indicates those that can be approved in 2–5 years and those that are timeous to be investigated but can be done within the lifespan of the District Plans are noted as C, or 5–10 years.

Table 1.12: Proposed mechanisms

Mechanism	Description	Timeframes
Development incentives		
Integrated incentive overlay zone	A regulatory tool that refers to a zoning, in addition to the base zoning, stipulating the purposes for which land may be used and the development rule which may be more or less restrictive than the base zoning.	A: 1-2 years
Inclusionary housing	Inclusionary housing is one of many different kinds of housing delivery programs. It is usually a government-driven programme to promote mixed-income housing delivery through regulations and/or incentives that require or encourage property developers to include a proportion of housing units for low and moderate-income households.	A: 1-2 years
Density bonus	A zoning tool that permits developers to increase height and/or bulk above those permitted in terms of the zoning scheme, in exchange for a public or social good. It is intended to compensate the developer with additional revenue from the sale of additional dwellings to make up for inclusion of below-market units or unprofitable amenities. This tool does not generate direct revenue. It is intended as an in-kind payment in exchange for the development of a public good.	A: 1-2 years
Proactive rezoning/upzoning	Proactive rezoning is the process where a municipality, of its own accord, changes the existing zoning of land parcels in its jurisdiction. A municipality may do this for many reasons, but generally the aim is to encourage development in a specific area and/or to control the nature of that development	A: 1-2 years
Heritage exemption areas	Provide appropriate exemptions for spatially targeted areas, mainly new Development Areas (NDAs), from the regulations contained under the following sections of the National Heritage Resources Act, Act 25 of 1999 (NHRA): Section 34 (NHRA) Section 38 (NHRA) In addition to the exemption, this mechanism will also seek to refine new areas to be included in the current Heritage Protection Overlay Zone (HPOZ).	B: 2-5 years
Environmental exclusion areas	Provide appropriate exclusions from the National Environmental Management Act, Act 107 of 1998 (NEMA) for listed activities contained within spatially targeted areas, mainly NDAs, that would trigger a Basic Impact Assessment or Full Environmental Impact Assessment.	B: 2-5 years

Land/urban redevelopment scheme	Involves landowners and developer joining together to form one cooperative entity that consolidates multiple land parcels into a single site for redevelopment. Local government modifies zoning codes and increases bulk to facilitate development.	C: 10 Years
Tax abatements (other than the UDZ)	A reduction or exemption from taxes granted by the government for a specific period, usually to encourage investment in locations with lower demand. Benefits of the tax abatement get passed onto subsequent owners who purchase the property, thereby incentivising end-users to relocate to an area that they may not otherwise locate into. It can be set up in designated neighbourhoods where the city is trying to incentivise development or on project-by-project basis if that project advances certain policy goals, e.g. job creation.	C: 10 Years
Income generation		
Land Readjustment Scheme	Landowners pool their land together for reconfiguration and contribute a portion of their land for sale to raise funds to partially fund public infrastructure costs. It can be undertaken by either public or private entity.	C: 10 Years
Institutional		
Streamlined land use application process for priority areas	Unified and streamlined land development processes where proposals and applications supportive of TOD (density, intensity, design and location) are fast-tracked and development and investment are valued within the parameters of the City's stated transformation objectives. This typically require major investment into infrastructure.	B: 2-5 years
Enhanced process of land release and acquisition	A consolidated approach to the management of land which will be acquired and released by the City. This approach should take into account the strategic development potential of land parcels to ensure the best and most efficient use of land taking into account its size, locational potential and applicable risk categories.	A: 1-2 years
Public sector investment		
Aligned public sector plans	Sector Planning is intended to ensure that the City prepares bankable, viable and appropriate capital public investment pipelines to meet the City's future growth, which is aligned to the City 2040 Land Use Model and District Spatial Development Framework.	A: 1-2 years

1.6.4 Local Application Framework

Figure 1.9 describes the process and method to apply future mechanisms and extend current mechanisms to spatially targeted areas in the district to enable its spatial vision and address a particular development challenge in said targeted area. This is informed by key opportunities and constraints identified through the District Plan baseline analysis and the detailed analysis of each

mechanism located in Technical Annexure 12 in Vol. 4 of the District Plan. This should be applied to all eight district and associated sub-districts to identify a suite of mechanisms to support the implementation of the District Plan – some of which has been done in section 1.6.6. A detailed description of the method can be found in Technical Annexure 12 in Vol. 4 of the District Plan.

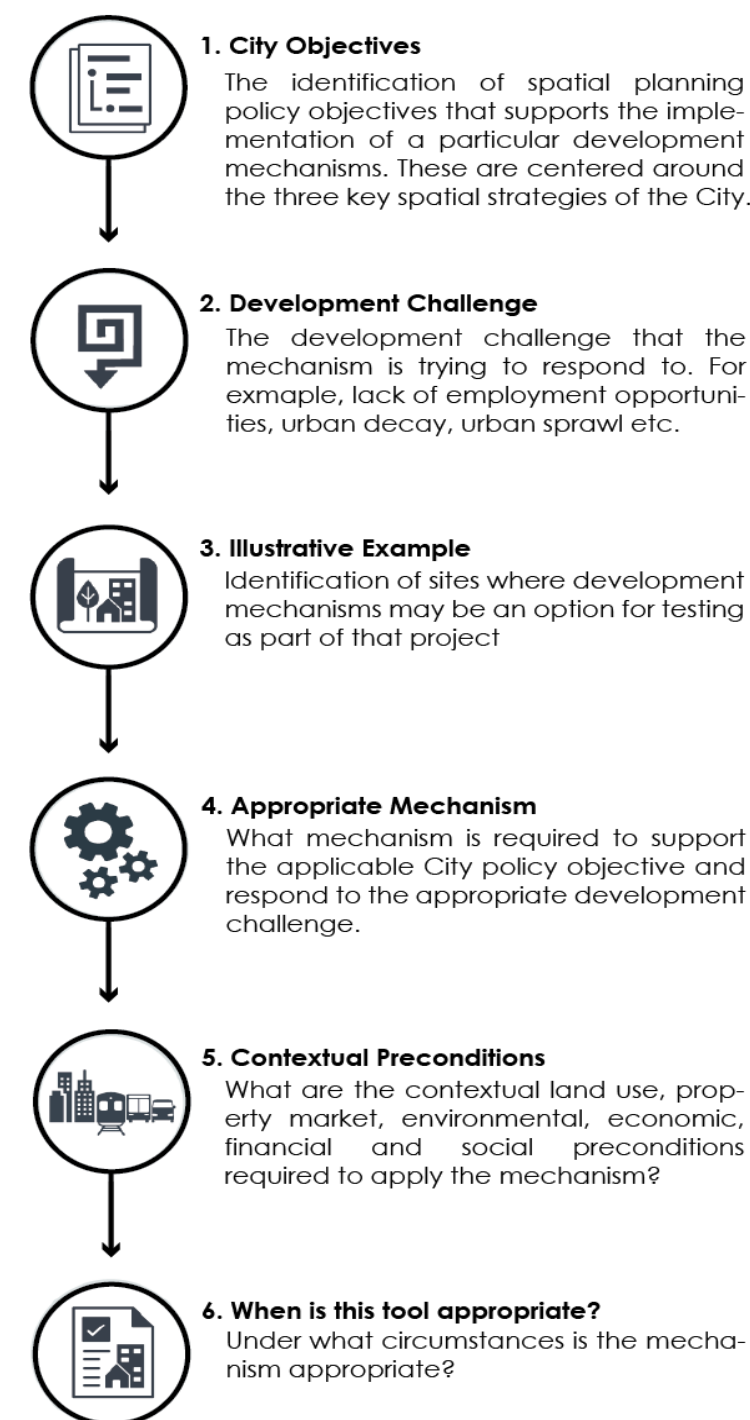


Figure 1.9: Local Application Framework

1.6.5 Spatially targeting (review of ECAMP)

The city is currently in the process of reviewing ECAMP (Economic Areas Management Programme). ECAMP is a research and policy support initiative that tracks and routinely assesses the market performance and long-term growth potential of over 70 business precincts across the metropolitan region; on this basis, local interventions are identified which help ensure that each business precinct performs optimally given its particular locational assets. The **development performance** indicator reflects the current level of market confidence in an area by measuring short-term price signals (i.e. sales, building work, rentals and rental growth, vacancies, etc.). **Location potential** indicator measures the extent to which the precinct is aligned to the medium- to long-term location requirements of the City's business sectors (i.e. agglomeration, land supply, crime and grime, proximity and infrastructure). ECAMP will be extended to all areas in the city (not only business precincts). Once complete, it will be used to supplement and verify steps 5 and 6 in the methodology described above, and provide the evidence base for pursuing the implementation mechanisms described in this report.

1.6.6 Mechanisms underway / for investigation in the Northern district

1.6.6.a Environmental exclusions

The purpose of the Environmental Exclusionary Areas (EEA) mechanism is to provide for the appropriate exclusion from National Environmental Management Act (NEMA) listed activities and the requirement to obtain an Environmental Authorisation in New Development Areas (NDAs) and Development Focus Areas (DFAs) identified by the Land Use Model and Revised District Spatial Development Framework.

The NEMA Environmental Impact Regulations (2014, as amended), make provision for the adoption of a NEMA Urban Edge, by the Competent Authority (i.e. Department of Environmental Affairs and Development Planning). The area within the boundaries of an adopted Urban Edge becomes an adopted NEMA Urban Area. Many of the EIA Regulation listed activities (2014, as amended), are excluded from requiring authorisation if they take place within an adopted NEMA Urban Area, thus facilitating the provision of infrastructure and services. Please refer to Technical Annexure 9 in Vol. 4 of the District Plan.

1.6.6.b Heritage exemptions

Legislated Heritage Exemption Areas (HEA) have also been identified as a mechanism with the potential to streamline and reduce the requirements for heritage assessments and authorisations as

part of development application approval process (i.e. Heritage Impact Assessments (HIA)), reduce timeframes for approvals and contribute towards reducing the cost of doing business in the City of Cape Town. The focus of this investigation is on obtaining legislative exemption from section 34 and 38 of the Heritage trigger activities, of the National Heritage Resources Act, Act 25 of 1999.

At present, the following areas in the Northern district have been identified for investigation as HEA as depicted in the map below:

- Brackenfell
- Kraaifontein

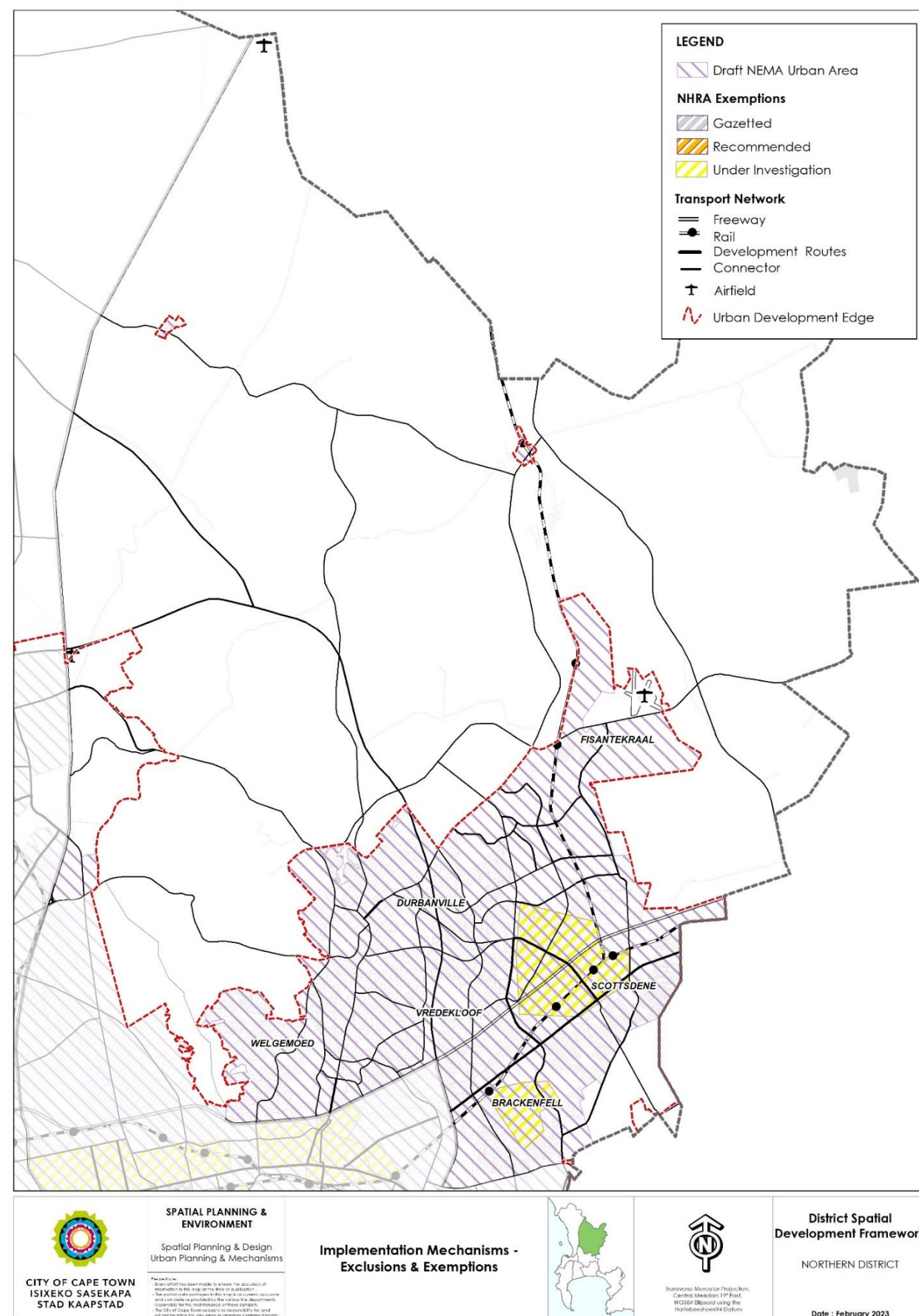


Figure 1.10: Exclusions and exemptions

1.6.6.c Investment Incentives

The City's approved Investment and Incentive Policy provides the following incentives for targeted industrial nodes with clear potential for economic growth but which is currently underperforming/lagging and select tertiary sectors (more detail on these incentives can be found in Technical Annexure 12 in Vol. 4 of the District Plan).

- Expedited Land Use Approvals
- Discounted and Deferred DC Payments
- Waiving of Development Application Fees
- Reduced Electricity Tariffs

Manufacturing within six defined industrial geographic areas depicted in Figure 12 (Atlantis Industria, Triangle Farm, Parow Industria, Sacks Circle, Landsdowne Industrial (known as Philippi North in ECAMP) and Elsies River) are eligible for the aforementioned incentives. This includes the broad manufacturing sector OR priority manufacturing sectors being:

- Agro-processing
- Green technology
- Electronics and electrical engineering
- Clothing and textiles.

Priority tertiary sector industries are also eligible and are defined by the City's economic research and strategic documents including the Integrated Development Plan, the Social Development Strategy, the Inclusive Economic Growth Strategy and Project Camissa. These industries include:

- Business Process Outsourcing (BPO),
- Information and Communication Technology (ICT),
- Tourism,
- Film Industry.

1.6.6.d PT Zones

PT1 and PT2 zones (short for public transport zones) offer reduced off-street parking requirements for developments in areas already well-served by public transport, in order to encourage the reduction in the number of private transport trips generated to and from that area, as well as to encourage the intensification of land development on the relevant erven. Those that were previously place and new PT zones proposed are depicted in Figure 12. It is important to note that they are currently not operational.

1.6.6.e Overlay Zones

A. Integrated Incentive Overlay Zone for DFAs

The purpose of the IOZ is to allow for desired densities, land use types, and economic sector types of development in certain strategic priority areas of the city, through enhancement of development rights and as by-product reduce timeframes for approval. This is in pursuit of a more efficient, just and sustainable city through encouraging intensity of development in well-located areas with the greatest levels of proximity-based or public-transport-based access. This requires the establishment of clear development rules linked to concessions in the development management scheme of the Municipal Planning By-Law (MPBL) which will aim to remove onerous administrative requirements that create uncertainty and often hinder development in spatially aligned areas. The City is currently undertaking an investigative project to action this mechanism.

The objective of the IOZ project is to investigate and provide technical components required for its establishment, to be considered in a future adhoc review of the MPBL. The IOZ is already contained within the MPBL, however there are no general or specific provisions attached to it (see Part 1, Items 155 – 156 of the MPBL). The project aims to provide these provisions and associated conditions, in support of realising the spatial vision and land use management guidelines for strategic priority areas as articulated within Volume 2 of the 8 District Plans. This could be done by allowing for desired densities and types of development in certain strategic priority areas of the city, specifically the Development Focus Areas (DFAs), through for instance the establishment of enhanced development rules and use rights. Guiding principles for the IOZ are as follows:

- Easy to understand **for public and private stakeholders alike**
- Practical to implement **and ensure that an administrative burden is not created**
- Do no harm **and maintain an emphasis on promoting the desired development in spatial targeting areas without leading to market distortions and other unintended consequences**
- Be flexible, relevant and pragmatic **and provide an incentive which is desirable for property owners, developers and investors.**

B. Heritage Protective Overlay Zones (HPOZ)

The heritage grading and associated development guidelines for each of the areas are to be determined through further investigation and planning. This will take into account the need to balance urban intensification with built conservation.

C. Small Scale Rental Unit Overlay Zone (SSRU Overlay Zone)

The intention of this overlay zone is to facilitate the development of SSRUs on land zoned Single Residential 1 and 2, over and above the additional third dwelling unit prescribed in the Municipal Planning By-Law. This proposed overlay zone also aims to improve the turnaround time of processing development applications for SSRUs and will provide development parameters and guidelines which facilitate this type of development in a safe and sustainable manner.

1.6.6.f Inclusionary Housing

The City is currently in the process of developing an Inclusionary Housing Policy, which is a key deliverable of the 2021 approved CCT Human Settlements Strategy to help stimulate the provision of affordable housing by the private sector. Potential areas in close proximity to public transport, public amenities and employment opportunities (such as nodes, corridors and mix use development and/or intensification areas) should be considered for inclusionary housing.

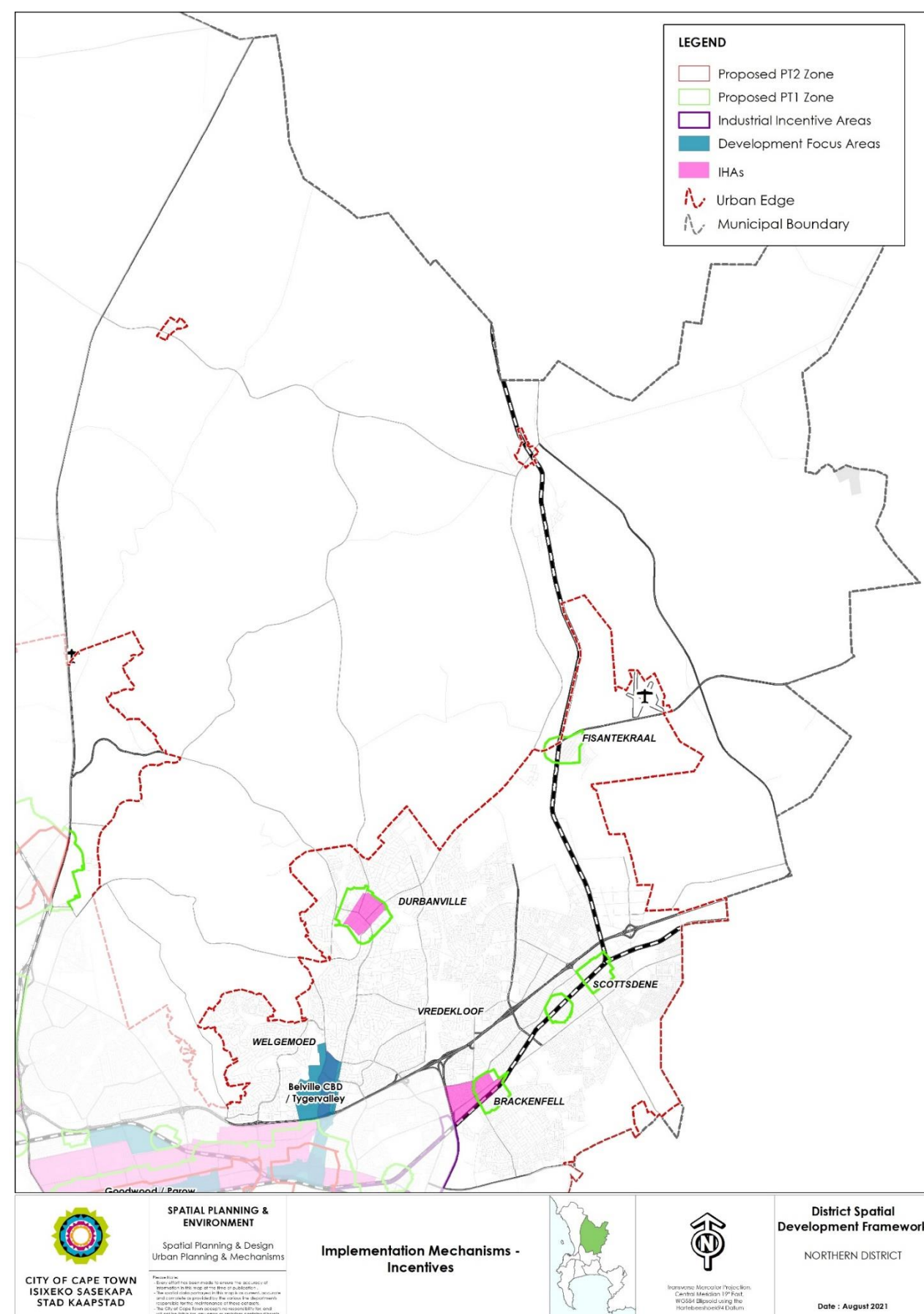


Figure 1.11: Incentives

2 MONITORING AND EVALUATION FRAMEWORK

The District Plans' key purpose is to provide policy direction for the location, nature and form of development in each district and guide land use and environmental decisions. It is proposed that these aspects of development are to be monitored and evaluated in order to assess progress toward achieving the desired end state of Cape Town becoming a more spatially integrated and inclusive city. The focus of the proposed District Plan Monitoring and Evaluation (M&E) framework will therefore be on measuring progress in terms of restructuring the abovementioned aspects of the built and natural environment – see Figure 2.2. A further component of the proposed M&E framework pertains to process-related aspects of policy implementation, in terms of the District Plans.

The following section details the District Plan M&E Framework as a component of the Urban Planning & Design department's overarching Framework for Spatial Data and M&E.

2.1 UP&D Framework for Spatial Data and M&E: An overview

The DSDF M&E Framework is an output based off three interrelated components of the Urban Planning and Design's departmental overarching Framework for Spatial Data and M&E as illustrated in Figure 2.1.

Spatial Data and Indicator Framework – the primary component and output, comprising of a core set of indicators, based on available data, to enable meaningful spatial trend analysis across various spatial units of analysis. The Spatial Data and Indicator Framework has been embedded into the M&E Framework and provides the core indicators to be monitored

Framework for M&E – A framework has been developed which is underpinned by the three key spatial strategies of the City's SDFs with the main objective of guiding where and what development is appropriate. The core set of indicators developed as part of the abovementioned SD&IF will be monitored to determine the type, form and location of development in relation to the DSDF objectives – see Figure 2.2.

Performance Management – cognisance was taken of the department's performance management requirements.

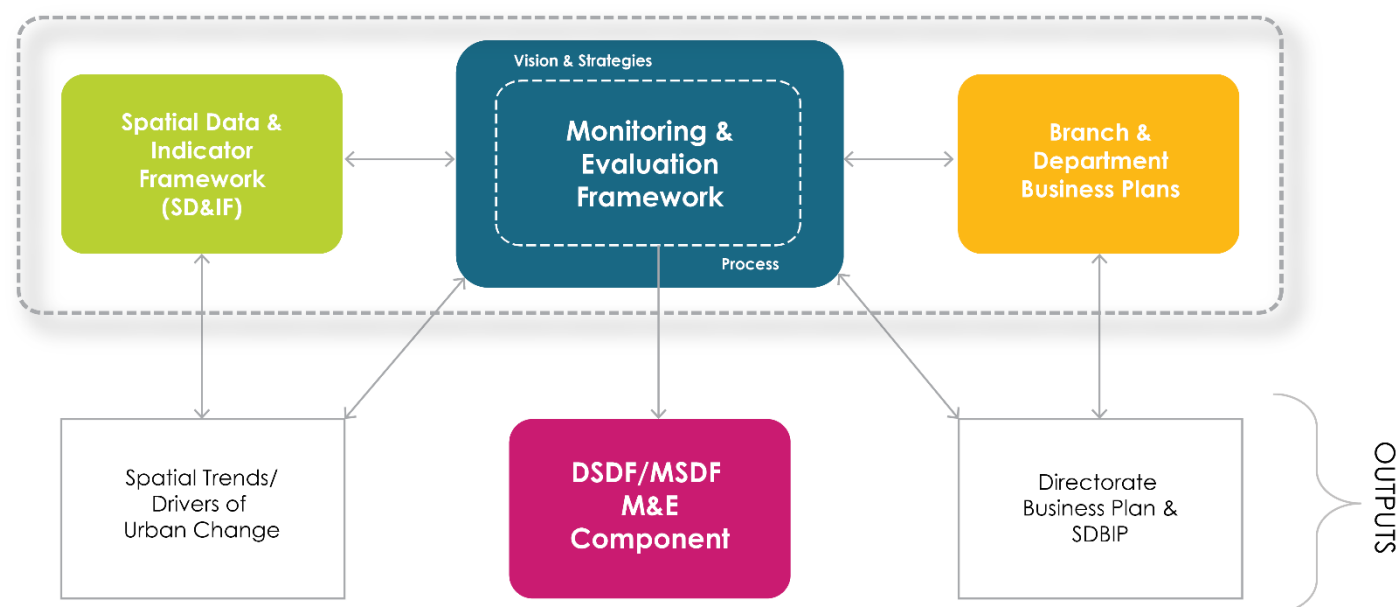


Figure 2.1: Overview of the UPD Spatial Data & M&E framework

The components of the Framework for M&E that have been applied to the DSDF are detailed below:

2.2 Monitoring

Within the context of spatial planning, performance indicators describe the extent to which a policy is achieving its aims and objectives. Best practice suggests that a well-formulated indicator framework (which is informed by a Theory of Change) should form the basis for effective M&E.

In order to answer the question, 'what is happening?' monitoring involves collecting, analysing and reporting on datasets. Core indicators have been identified and developed in terms of the SDF objectives (i.e. type of development, urban form and location):

- Urban development intensification (densification and diversification)
- Spatial Location of public investment (completion and spatial spread of public projects)
- Urban extent (urban footprint and urban edge)
- Protection of natural assets (BioNet and agriculture)

To assist with M&E at a district level, various control areas will be identified and defined. These area boundaries are selected to monitor and assess specific aspects related to the District SDF.

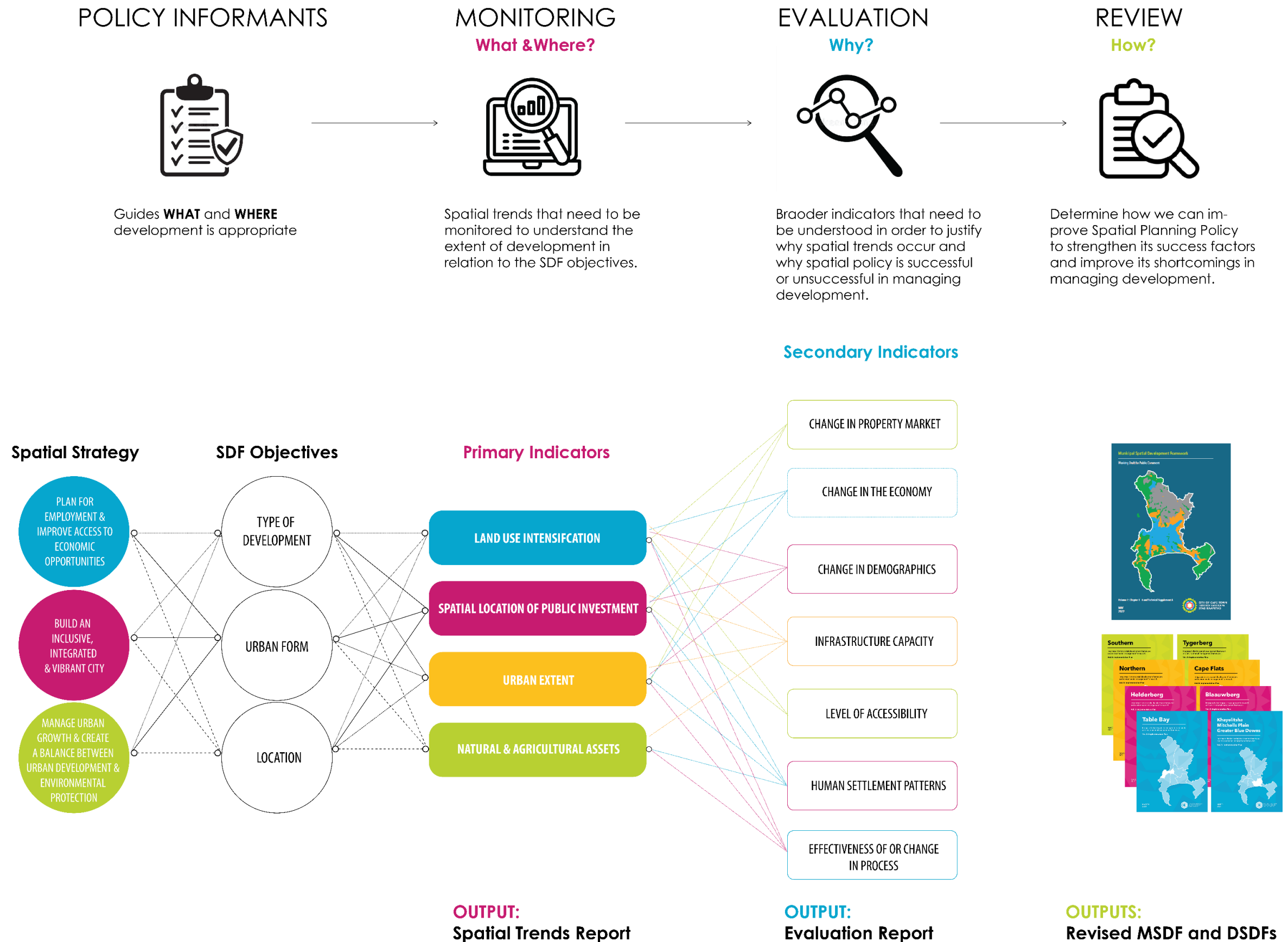


Figure 2.2: Focus of DSDF/MSDF M&E Framework

2.3 Evaluation

The evaluation and assessment component attempts to provide answers to the questions, 'why have the changes happened?' and 'are we doing the right thing?'

Spatial trends analysis requires longer-term time series to be meaningful and assess if the spatial policy is influencing urban development. For purposes of assessing why certain spatial trends are occurring in terms of the indicators monitored, undertaking a process of evaluation every five years is proposed, as part of a DSDF review.

Broader indicators that assist in understanding the drivers of change are required to justify why spatial trends occur and why spatial policy is successful or unsuccessful in managing development in line with its policy objectives and associated guidelines.

As mentioned above, control areas will be identified within each of the planning districts to track datasets at the district scale, which may show localised variations from the metro spatial trends.

Spatially targeted areas in the DSDF where the trends monitored require further evaluation are to be determined and could include:

- Development Focus Areas
- Urban Support Focus Areas
- Mixed Use Intensification Areas
- New Development Areas

2.4 Review

Answers the question, 'so what? and what is the way forward?' The review component aims to identify the implications for the District Plan and provide recommendations in terms of future SDF reviews.

2.5 Action plan

The table 2.1 sets out key milestones/timeframes for M&E deliverables based on a proposed five-year review cycle (milestones for year 1 to 5).

Table 2.1 Key milestones for M&E deliverables

Tasks	Timeline				
	Year 1	Year 2	Year 3	Year 4	Year 5
Aim to set up agreements/commitments with relevant data custodians with regards to data requirements and consistent updates.					
Undertake case studies, if more in-depth analysis is required based on any noteworthy patterns emerging from the tracking of data.					
Compile comprehensive DSDF trends profile and relevant recommendations to inform review of future DSDFs.					
Start review and refine M&E framework for next five-year cycle.					